

CB213

## APPLICATION FOR FINANCIAL ASSISTANCE

**NOTE:** Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

**APPLICANT NAME** VILLAGE OF GLENDALE  
**STREET** 30 VILLAGE SQUARE  
GLENDALE, OHIO  
**CITY/ZIP** 45246

**PROJECT NAME** Sharon Road Restoration  
**PROJECT TYPE** Repair and Resurface Roadway  
**TOTAL COST** \$ 383,400

**DISTRICT NUMBER** 2  
**COUNTY** HAMILTON COUNTY

**PROJECT LOCATION ZIP CODE** 45246

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This section to be completed by District Committee ONLY:

### DISTRICT FUNDING RECOMMENDATION

**AMOUNT OF REQUEST:** \$ 313,920.00

### FUNDING SOURCE (Check Only One):

☒ State Issue 2 District Allocation  
☐ State Issue 2 Small Government Funds  
☐ State Issue 2 Emergency Funds  
☐ Local Transportation Improvement Program

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This section to be completed by OPWC ONLY:

**OPWC PROJECT NUMBER:** \_\_\_\_\_

**OPWC FUNDING AMOUNT:** \$ \_\_\_\_\_

# 1.0 APPLICANT INFORMATION

## 1.1 CONTACT PERSON

TITLE  
STREET

Walter W. Cordes

Village Administrator

30 Village Square

Glendale

CITY/ZIP

Ohio 45246

PHONE

( 513 ) 771 - 7200

FAX

( N/A )            -           

## 1.2 CHIEF EXECUTIVE OFFICER

TITLE  
STREET

Harry M. Matthews

Mayor of Glendale

30 Village Square

Glendale

CITY/ZIP

Ohio 45246

PHONE

( 513 ) 771 - 7200

FAX

( )            -           

## 1.3 CHIEF FINANCIAL OFFICER

TITLE  
STREET

Stephen Burton

Village Clerk / Treasurer

30 Village Square

Glendale

CITY/ZIP

Ohio 45246

PHONE

( 513 ) 771 - 7200

FAX

( )            -           

## 1.4 PROJECT MGR

TITLE  
STREET

Walter W. Cordes

Village Administrator

30 Village Square

Glendale

CITY/ZIP

Ohio 45246

PHONE

( 513 ) 771 - 7200

FAX

( )            -           

## 1.5 DISTRICT LIAISON

TITLE  
STREET

William Brayshaw

Deputy County Engineer

138 East Court Street

County Administration Building

Cincinnati 45202

CITY/ZIP

PHONE

( 513 ) 632 - 8523

FAX

( )            -

## 2.0 PROJECT SCHEDULE

	ESTIMATED START DATE	ESTIMATED COMPLETE DATE
2.1 ENGR. DESIGN	<u>04 / 01 / 90</u>	<u>07 / 31 / 90</u>
2.2 BID PROCESS	<u>07 / 31 / 90</u>	<u>08 / 31 / 90</u>
2.3 CONSTRUCTION	<u>09 / 01 / 90</u>	<u>11 / 01 / 90</u>

## 3.0 PROJECT INFORMATION

3.1 PROJECT NAME: SHARON ROAD RESTORATION

3.2 BRIEF PROJECT DESCRIPTION REPAIR AND RESURFACE OF ROADWAY

### A. SPECIFIC LOCATION:

Sharon Road, running East to West in Glendale, is 2.1 miles in length. The West corporation limit intersects with State Route 4 (Springfield Pike) and the East corporation limit ends at I-75. The area targeted for repair encumbers 1.023 miles of Sharon Road (49% of the roadway). 2800 LF are located between congress and the B&O Railroad. 2600 LF are located between Morese Rd. and Chester Road.

### B. PROJECT COMPONENTS:

Resurface 5400 LF of 2 & 3 lane roadway with parking lanes (match existing pavement widths), grind surface, install pavement fabric, install leveling course, and install 1.5" finish grade asphalt. Install 12" storm sewers and catch basins where required to control drainage.

### C. PHYSICAL DIMENSIONS/CHARACTERISTICS:

Variable 2 and 3 lane roadway, varying 30-45' in width, for a length of 1.023 miles (5400 L.F.)

### D. DESIGN SERVICE CAPACITY:

This roadway, originating from Glendale's first existence, has received ever increasing traffic use throughout the last two decades. Traffic has been estimated under 10,000 per day in the early 70's, 12,300 in 1985 and 14,580 in 1989. The pavement, patched over this time period, has become severely deteriorated and prohibits satisfactory line striping of any durability. In fact, the condition prohibits, in many places, the normal flow of traffic.

## 3.3 REQUIRED SUPPORTING DOCUMENTATION

Attach Pages.

Photographs, highlighted map, traffic count 1989

## 4.0 PROJECT FINANCIAL INFORMATION

### 4.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

a)	Project Engineering Costs:	
	1. Preliminary Engineering	\$ 9,500.00
	2. Final Design	\$ 17,600.00
	3. Construction Supervision	\$ 7500.00
b)	Acquisition Expenses	
	1. Land	\$ -0-
	2. Right-of-Way	\$ -0-
c)	Construction Costs	\$ 348,800.00
d)	Equipment Costs	\$ -0-
e)	Other Direct Expenses	\$ -0-
f)	Contingencies	\$ -0-
g)	TOTAL ESTIMATED COSTS	\$ 383,400.00

4.2 TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 383,400.00

4.3 TOTAL PORTION OF PROJECT NEW/EXPANSION \$ -0-

### 4.4 PROJECT FINANCIAL RESOURCES (Round to Nearest Dollar and Percent)

	Dollars	%
a)	Local In-Kind Contributions	\$ -0-
b)	Local Public Revenues *	\$ 69,480.00 18.12 %
c)	Local Private Revenues	\$ -0-
d)	Other Public Revenues	
	1. State of Ohio	\$ -0-
	2. Federal Programs	\$ -0-
e)	OPWC Funds	\$ 313,920.00 82.88 %
f)	TOTAL FINANCIAL RESOURCES	\$ 383,400.00 100.00 %

### 4.5 STATUS OF FUNDS

Attach Documentation.

4.6 \*See attached statement of Village Plan and Improvement PREPAID ITEMS

Attach Page.

N/A

## 5.0 APPLICANT CERTIFICATION

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies: that he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code; that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; that all official documents and commitments of the applicant that are a part of this application have been duly authorized by the governing body of the Applicant; and, should the requested financial assistance be provided, that in the execution of this project, the Applicant will comply with all assurances required by Ohio law, including those involving minority business utilization, equal employment opportunity, Buy Ohio, and prevailing wages.

HARRY M. MATTHEWS, MAYOR OF GLENDALE

Certifying Representative (Type Name and Title)

Signature/Date Signed

Applicant shall circle the appropriate response to the statements.  
In my project application, I have included the following:

- |                                      |    |  |
|--------------------------------------|----|--|
| YES                                  | NO | Two-year Maintenance of Local Effort Report as required in 164-1-12 of the Ohio Administrative Code.   |
| <input checked="" type="radio"/> YES | NO | A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code.  |
| <input checked="" type="radio"/> YES | NO | A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code.  |
| <input checked="" type="radio"/> YES | NO | Two (2) copies of a 5-year Capital Improvements Report have been submitted to my District Integrating Committee as required in 164-1-31 of the Ohio Administrative Code. |
| <input checked="" type="radio"/> YES | NO | A "status of funds" report per section 4.5 of this application.  |
| YES                                  | NO | A copy of the cooperative agreement (for projects involving more than one subdivision).  |
| YES                                  | NO | Copies of all warrants for those items identified as "pre-paid" in section 4.6 of this application.  |

## 6.0 DISTRICT COMMITTEE CERTIFICATION

The District Integrating Committee for District Number 2 Certifies That:

As the official representative of the District Public Works Integrating Committee, the undersigned hereby certifies: that this application for financial assistance as provided under Chapter 164 of the Ohio Revised Code has been duly selected by the appropriate body of the District Public Works Integrating Committee; that the project's selection was based entirely on an objective, District-oriented set of project evaluation criteria and selection methodology that are fully reflective of and in conformance with Ohio Revised Code Sections 164.05, 164.06, and 164.14, and Chapter 164-1 of the Ohio Administrative Code; and that the amount of financial assistance hereby recommended has been prudently derived in consideration of all other financial resources available to the project. As evidence of the District's due consideration of required project evaluation criteria, the results of this project's ratings under such criteria are attached to this application.

Donald C. Schramm, Chairperson, Dist. 2 Integrating Committee

Certifying Representative (Type Name and Title)

Signature/Date Signed

# VILLAGE of GLENDALE

30 VILLAGE SQUARE

GLENDALE, OHIO 45246

TWO YEAR MAINTENANCE OF LOCAL EFFORT REPORT

## PREVIOUS CAPITAL IMPROVEMENT BUDGETS

<u>YEAR</u>	<u>PROJECT NAME</u>	<u>OTHER</u>	<u>LOCAL</u>	<u>FUNDING SOURCE</u>		<u>ISSUE II</u>	<u>PROJECT TOTAL</u>
				<u>MRF</u>	<u>CD</u>		
1988	Street Program (Tar & Chip)		X				15.5
1988	Police Station Rebuild		X				126.0
1988	Recycling Center Rebuild		X				3.5
1988	Fuel Storage Tank						
	conformance to state stds.		X				2.3
1988	Sidewalk, phase II rebuild		X				9.2
							<u>YEAR TOTAL: 156.5 (Thousand)</u>
1989	Street Program		X				21.0
1989	Sidewalk, phase III rebuild		X				6.4
1989	Sidewalk bridge replacement		X				4.5
1989	Village parking lot rebuild		X				1.7
1989	Sewage Plant settling basin		X				7.3
1989	Street construction & repair	X					20.0
1989	State Hwy improvements	X					2.6
1989	North Troy CD rebuild				X		57.0
							<u>YEAR TOTAL: 120.5 (Thousand)</u>

## OPINION OF CONSTRUCTION COST

## VILLAGE OF GLENDALE, OHIO

## SHARON RD. IMPROVEMENTS

<u>SPEC NO.</u>	<u>ITEM DESCRIPTION</u>	<u>UNIT</u>	<u>QTY</u>	<u>UNIT PRICE</u>	<u>TOTAL</u>
Section 1: Chester Rd. to Morse Rd.					
202	Wearing Course Removal	SY	6410	2.50	16,025
253	Bituminous Pavement Repair	SY	325	35.00	11,375
SPL	Crack Sealing	LF	11,500	.50	5,750
SPL	Full Width Pavement Fabric	SY	6,410	2.00	12,820
403	Asphalt Concrete Leveling Course (1/2" Avg.)	CY	90	65.00	5,850
404	Asphalt Concrete Wearing Surface (1 1/2")	CY	270	65.00	17,550
603	12" Reinforced Concrete Storm Sewer	LF	500	25.00	12,500
604	Catch Basin, Type 2-2-B	EA	2	1000.00	2,000
614	Maintaining Traffic	LS	1	5000.00	5,000
621	Pavement Markings	LS	1	2500.00	2,500
Contingencies @ 10% +/-:					<u>9,130</u>
Subtotal: Chester to Morse:					100,500

## SECTION 2: R.R. TRACKS TO CONGRESS

<u>SPEC NO.</u>	<u>ITEM DESCRIPTION</u>	<u>UNIT</u>	<u>QTY</u>	<u>UNIT PRICE</u>	<u>TOTAL</u>
202	Wearing Course Removal.	SY	14810	2.50	37,025
253	Bituminous Pavement Repair	SY	1480	35.00	51,800
SPL	Crack Sealing	LF	26650	.50	13,325
301	Asphalt Wedge Course	CY	125	65.00	8,125
SPL	Full Width Pavement Fabric	SY	14810	2.00	29,620
403	Asphalt Concrete Leveling Course (1/2" Avg.)	CY	210	65.00	13,650
404	Asphalt Concrete Wearing Surface (1 1/2")	CY	620	65.00	40,300
609	Asphalt Concrete Curb, Type I	LF	2000	5.00	10,000
614	Maintaining Traffic	LS	1	10,000.00	10,000
621	Pavement Markings	LS	1	3,000.00	3,000
653	Topsoil	CY	250	30.00	7,500
659	Seed, Fertilize and Mulch	SY	1350	1.00	1,350
	Contingencies @ 10% +/-:				<u>22,605</u>
	Subtotal: R.R. Tracks to Congress:				248,300
	Total Construction Cost - Sections 1 & 2:				<u>348,800</u>

By: CDS ASSOCIATES, INC. - VILLAGE ENGINEER

*Mark A. Kluesener 10-30-89*  
 MARK A. KLUESENER, P.E.



OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAIL PLAN COMPLETION AND UPON RECEIPT OF BIDS BY QUALIFIED CONTRACTORS.

USEFUL LIFE - UPON SATISFACTORY COMPLETION OF WORK, THE USEFUL LIFE OF THE SHARON ROAD IMPROVEMENTS WILL BE 10 YEARS.





INCORPORATED 1855

## VILLAGE of GLENDALE

GLENDALE, OHIO 45246

01/17/90

Mr. Donald C. Schramm, P.E., P.S.  
Chairman  
District 2 Committee  
Ohio Issue 2 Funding  
Courthouse Annex  
Room 700  
138 E. Court St.  
Cincinnati, OHIO 45202

### STATUS OF FUNDS REPORT

Attention: Mr. Joe Cottrill

Sir,

Please allow this conveyance to reflect that the Village of Glendale does have sufficient funds on deposit with the Central Trust Bank to be applied to the full \$69,480 of issue II, Sharon Road project. The fund, called the Village Plan and Improvement Fund, is designed for just this purpose (capital improvements) and an ordinance has been passed allowing future expenditures from this fund for capital road projects.

Respectfully,

Walter W. Cordes  
Village Administrator

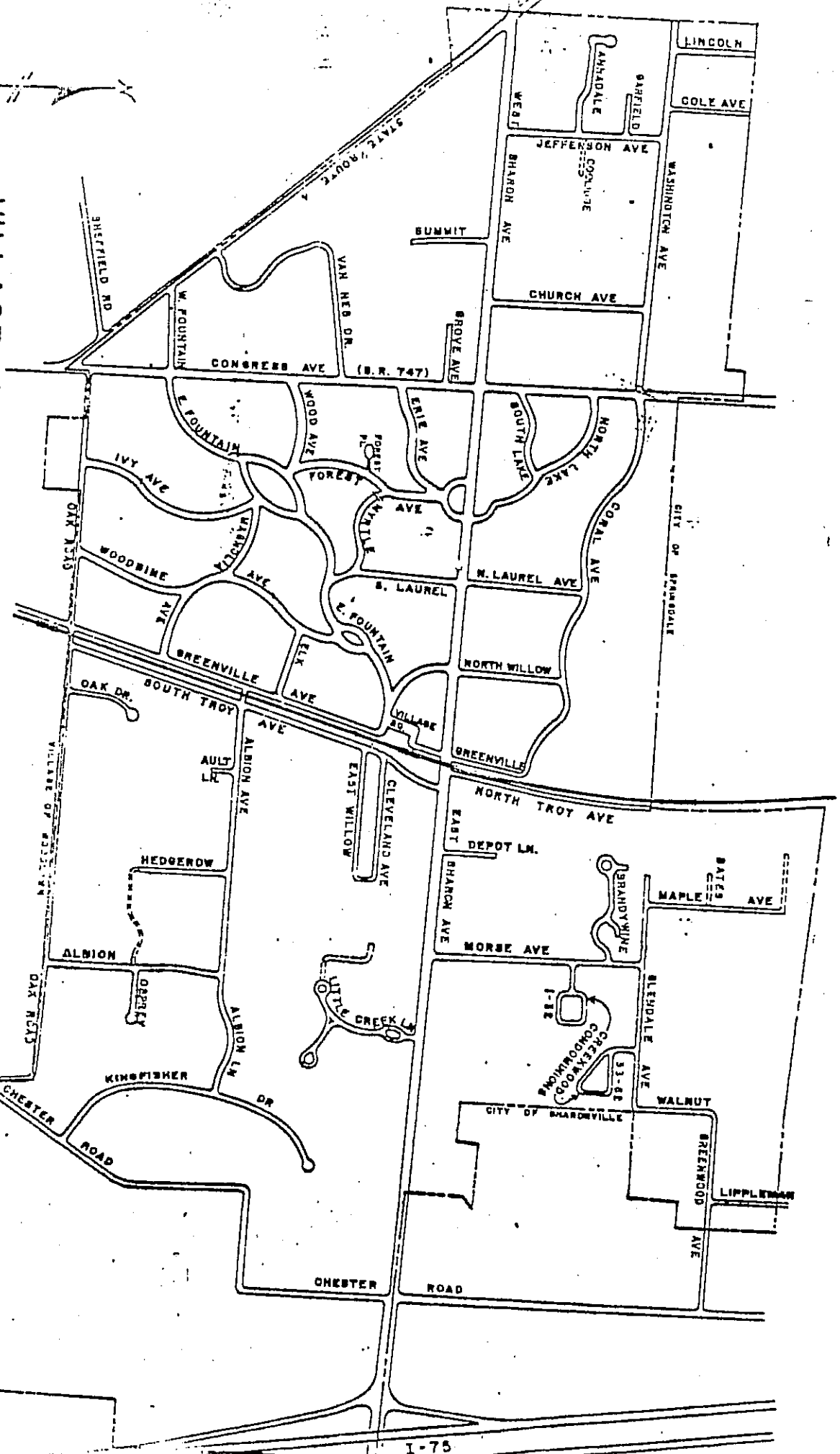
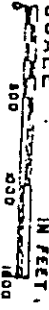
cc: Issue II file  
Village Clerk

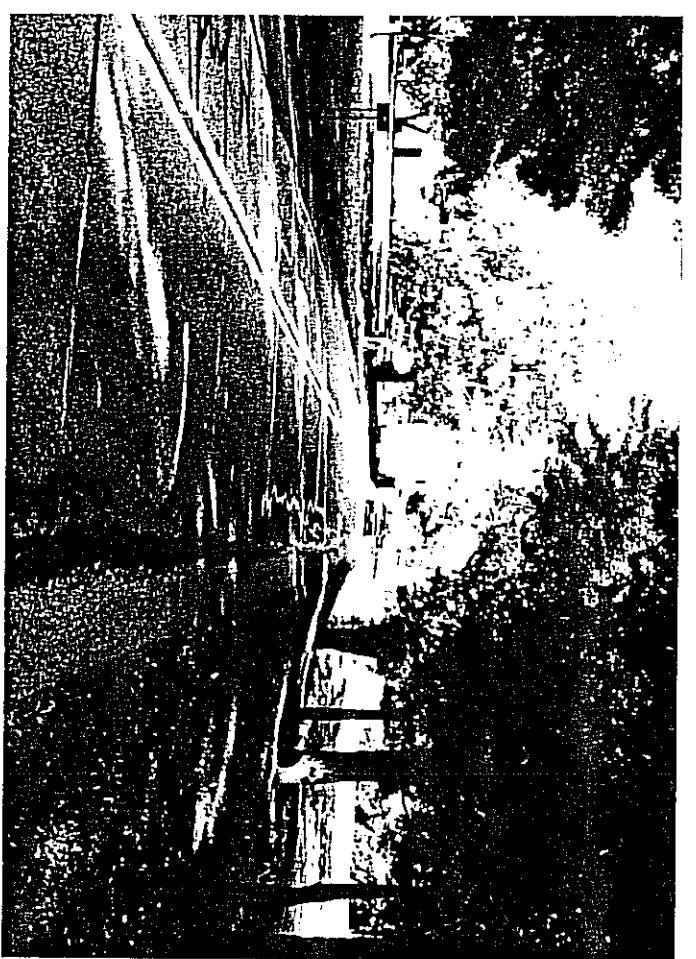
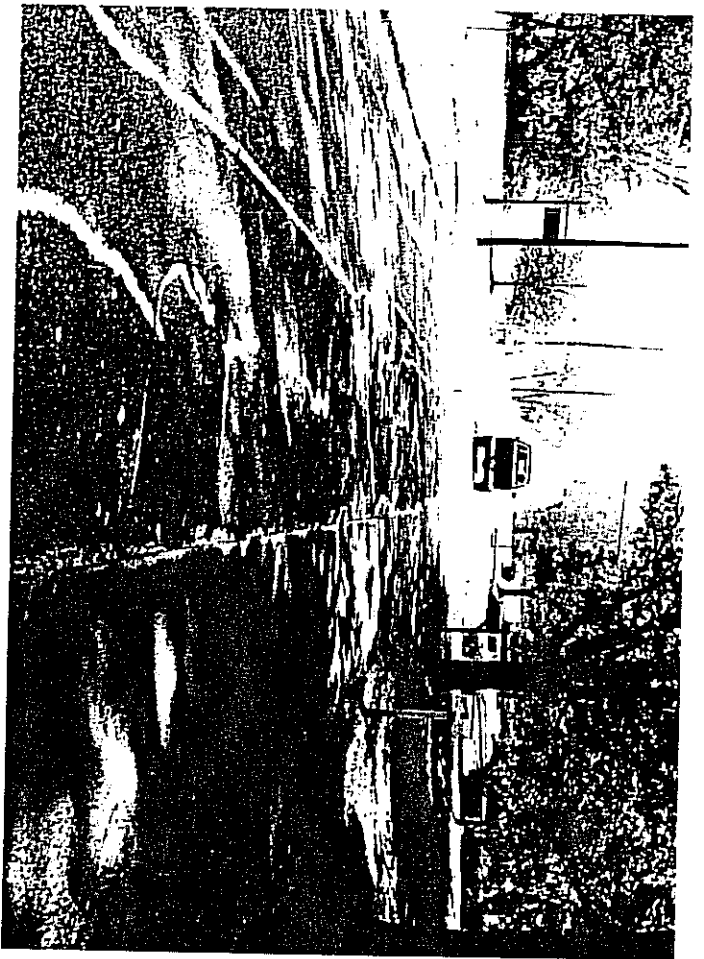
# VILLAGE OF GLENDALE, OHIO

GLENDALE FIRE DEPARTMENT

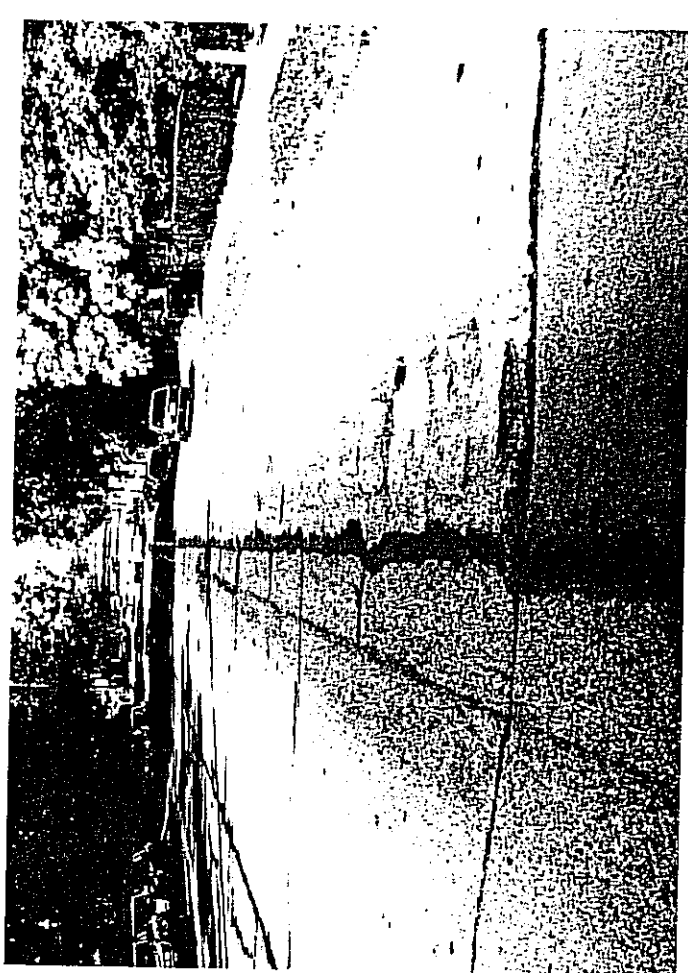
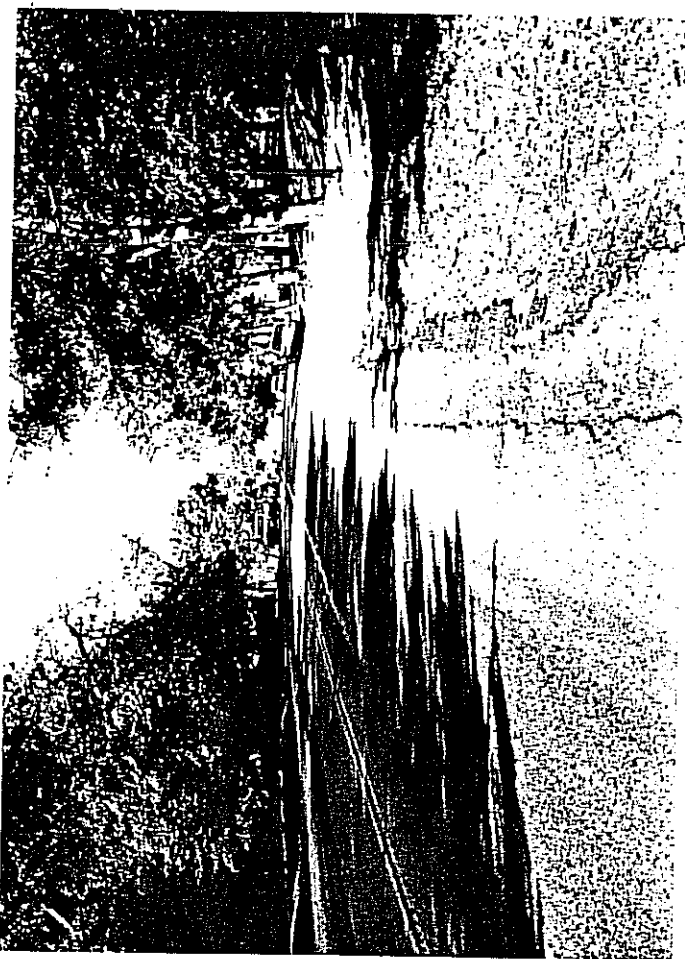
SCALE IN FEET

AUGUST, 1932

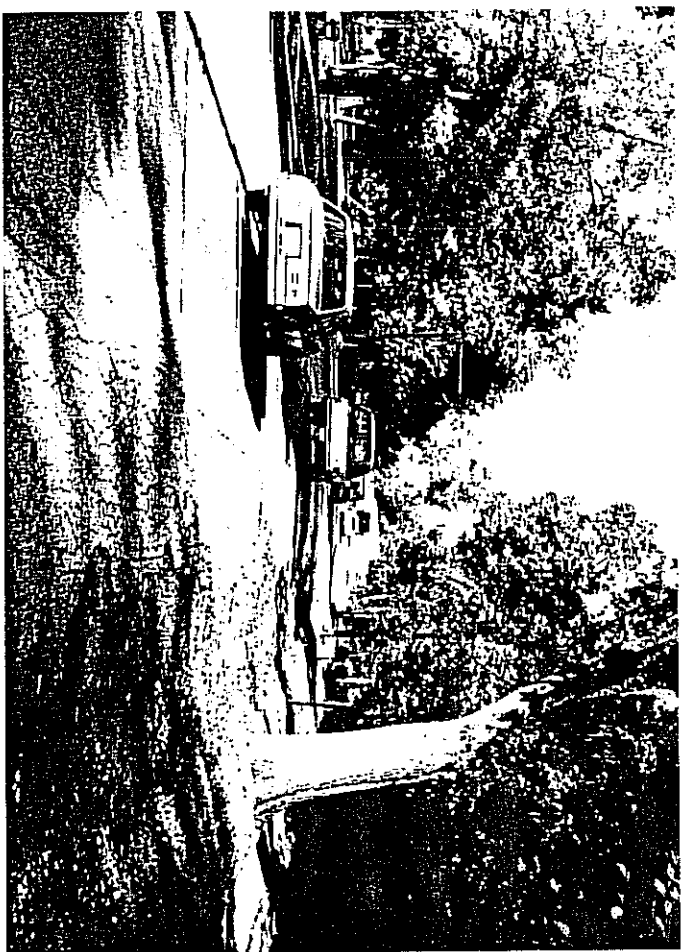
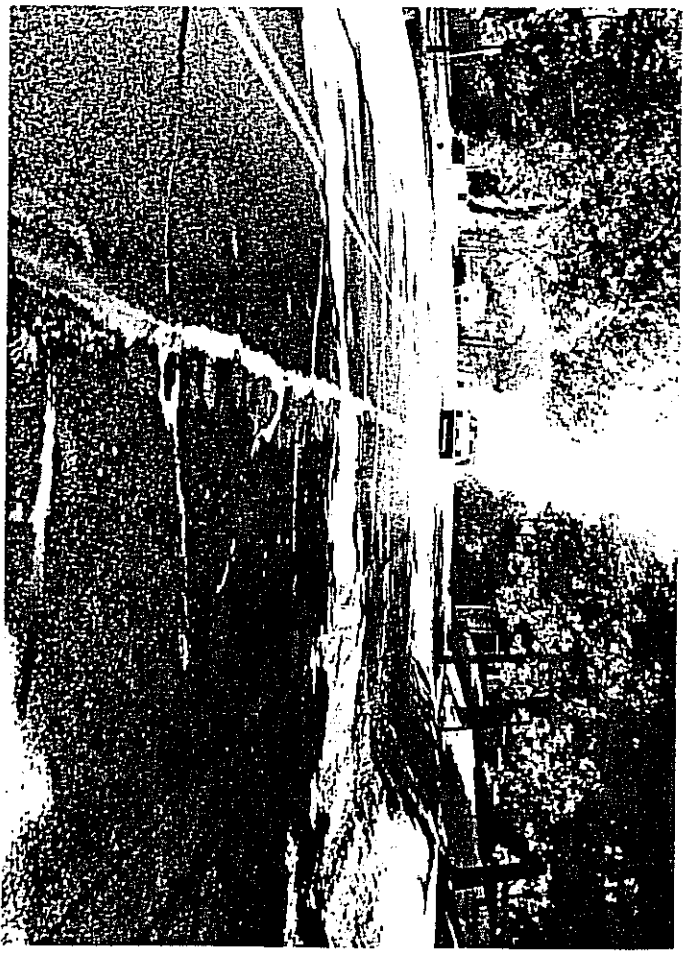
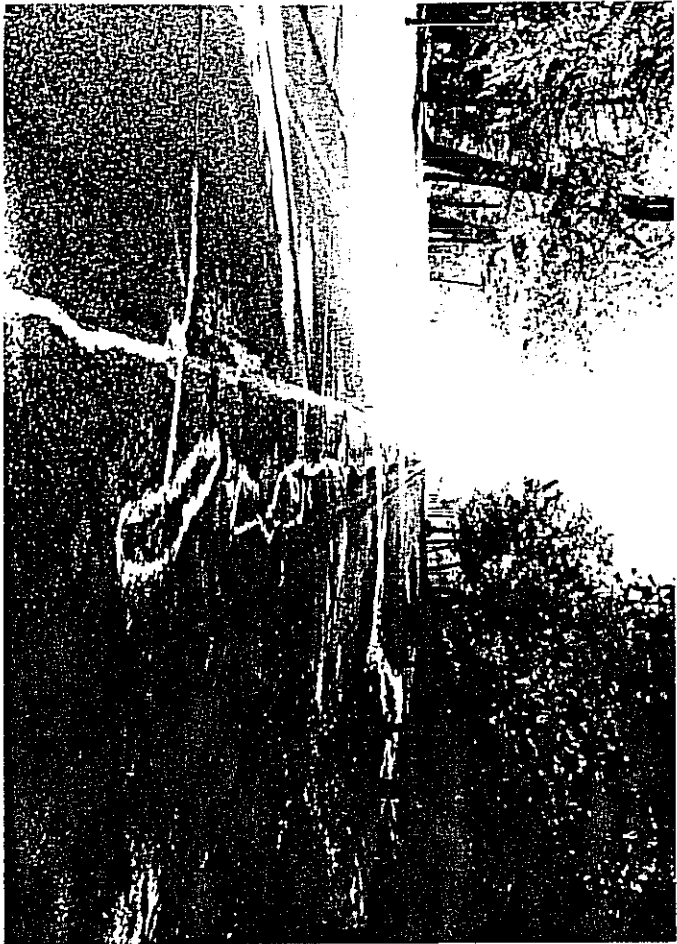




WEST BOUND SHARON RD. BETWEEN CONGRESS AND MORSE AVE.



WEST BOUND SHARON RD. FROM RR TRACKS TO CONGRESS RD.



EAST BOUND SHARON RD. FROM CONGRESS TO RR TRACKS

STATE OF OHIO  
INFRASTRUCTURE BOND PROGRAM  
DISTRICT 2, HAMILTON COUNTY  
PROJECT APPLICATION

Jurisdiction/Agency: Village of Glendale Population (1980): 2,450

Project Title: Sharon Road Restoration

Project Identification and Location: Sharon Road - Congress to B&O Railroad (2800 LF  
and Morse Road to Chester Road (2600 LF) Total LF = 5,400 LF. All of the roadway is  
located in Glendale.

Type of Project: Rehabilitation ☒ Replace ☐ Betterment\* ☐

(Mark more than one box if there are expansion elements such as 2 lane bridge being replaced with a 4 lane bridge)

Explanation of Betterment Elements of Project\*: Repair and resurface 5,400 LF  
of 2 and 3 lane roadway (matching existing width) with 1.5" asphalt final grade.  
Repair base failures and upgrade pavement markings. Construct asphalt curbing and  
12" storm sewers and catch basins where required to control roadside drainage.  
A leveling course and pavement fabric will be used in the construction.

Road ☒ Bridge ☐ Flood Control System (Stormwater) ☐  
Solid Waste Disposal Facilities ☐ Waste Water Treatment Systems ☐  
Storm Water and Sanitary Collection Storage & Treatment Facilities ☐  
Water Supply Systems ☐

Detailed Description of Project\*: The existing pavement and base is failing.  
Shoulders require re-basing. Much of the roadway is severely cracked and deteriorating.  
Proposal includes re-basing the sides of the roadway, correcting poor drainage with a  
12" storm line and catch basins, sealing cracks, use of a leveling course, pavement fabric,  
and grinding of existing pavement. Final course to be 1.5" in depth.

Type of Issue 2 Funds: District 2 ☒ Small Government ☒  
Water/Sewer Rotary ☐ Emergency ☐

\* See definition of Betterment attached.

\*\* Attach additional sheets if necessary.

1. Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what percentage can be classified as being poor to very poor in condition, adequacy and/or serviceability.

Typical examples are:

Road percentage=  $\frac{\text{Miles of road that are poor to very poor}}{\text{Total mileage of road within jurisdiction}}$

Storm percentage=  $\frac{\text{Length of storm sewers that are poor to very poor}}{\text{Total length of storm sewer within jurisdiction}}$

Bridge percentage=  $\frac{\text{Number of bridges that are poor to very poor}}{\text{Number of bridges within jurisdiction}}$

Sharon Road is 2.1 miles in length in Glendale. Of those miles, 1.023 are proposed for repairs. Approximately 3,000 LF are classified as very poor and is 56% of the proposed project ( 27% of the Total length of Sharon). The remaining 44% is classified as poor ( 22% of the Total length of Sharon). The total job represents 49% of Sharon Road in Glendale. The remainder of Sharon Road is currently classified as satisfactory (51%).

2. What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

Closed	_____	Fair to poor	_____
Extremely poor	<u>X</u>	Fair	_____
Poor	_____	Good	_____

■ Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge), surface type and width, structural condition of surface, substandard: berm width, grades, curves, sight distances, drainage structures, sanitary sewers, and water mains. List the age of the infrastructure to be repaired or replaced using one of the following categories: less than 20 years, 20-29 years, 30-39 years, 40-49 years, 50 years or older

The current Sharon Road averages between 40-42 feet in width. Some sections are less than 20 years of age. The sections targeted for repair (49% of roadway) are over fifty years of age ( 50 + category). Of the sections to be repaired, there are severe cracks, pot holes, separations of roadway and depressions. Photographs are enclosed for those areas targeted. Sharon Road is a primary and connecting roadway used by Sharonville, Woodlawn, Springdale, Evendale and other surrounding communities. Its existence dates to the early 1900's.

3. If State Issue 2 funds are awarded, how soon (in weeks or months) after completion of the agreement with OPWC would the opening of bids occur? 90 days

■ Please indicate the current status of the project development by circling the appropriate answers below.

- a) Has the Consultant been selected?..... ☒ Yes No N/A
- b) Preliminary development or engineering completed? ☒ Yes No N/A
- c) Detailed construction plans completed?..... Yes ☒ No N/A
- d) All right-of-way acquired?..... ☒ Yes No N/A
- e) Utility coordination completed?..... Yes ☒ No N/A

Give estimate of time, in weeks or months, to complete any item above not yet completed. 90 days to complete construction plans (concurrent with bid)

30 days for utility coordination (concurrent with construction plans / bidding).

4. How will the proposed infrastructure activity impact the general health, welfare, and safety of the service area.

■ Where applicable, comment on the following:

a) Overall safety, including accident reduction (Accident records should be attached, if available). Per our Police Chief, the flow of traffic will be greatly improved. Currently unable to mark due to deterioration.

b) Emergency vehicle response time (fire, police, & medical) Condition of present road prevents emergency response speeds.

c) Other factors (i.e., fire protection, health hazards, etc.) Roadway condition forces drivers (normal traffic) to drive around crumbling sections at reduced speeds, impeding the flow of traffic.

d) Additional User Costs - The additional distance and time for the users to travel a detour or an alternate route Traffic will be maintained.

e) When project is completed, how will it impact adjacent businesses? A noticeable diversion of traffic has been observed in the last several years!  
Traffic seems to be using Kemper and SR126 for their east and west destinations.  
Restoration of Sharon Road will enhance the Chester Road business district in Sharonville as well as Forest Park's district.



Are matching funds available? (i.e. Federal, State, MRF, Local, etc.)  
The Village has applied for MRF monies for this road in 1990 - optional sharing?  
to what extent or anticipated construction cost?

At the discretion of the County Engineer.

■ List the type and amount of funds being supplied by the local agency. This amount may be from local, Federal, State, Municipal Road Fund (MRF), or other sources. Explain additional funding through other sources being applied for or received for the project. Also, explain any need to accumulate funds for construction at a later date. Complete LOCAL FUNDING SOURCES on Page 6.

■ The local agency shall supply a minimum of 10% of the anticipated construction cost. Additionally, the local agency shall pay for all costs of engineering, inspection of construction, right of way, and the betterment portion of the project. Complete ESTIMATED COST OF PROJECT, on Page 6.

6. Has any formal action by a federal, state, or local government agency resulted in a partial ban or complete ban of the use or expansion of use for the involved infrastructure?

No.

■ Are there any roads or streets within the proposed project limits that have weight limits (partial ban) or truck restrictions (complete ban)? Have any bridges had weight limits imposed on them (partial ban) or truck prohibitions (complete ban)? Have the issuance of new Building permits been limited (partial ban) or halted (complete ban) because the existing storm/sanitary sewer or water supply system in a particular area is inadequate? Document with specific information explaining what type of ban currently exists and the agency that imposed the ban. No.

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7. What is the total number of existing users that will benefit as a result of the proposed project? Use appropriate criteria such as households, traffic counts, ridership figures for public transit, daily users, etc., and equate to an equal measurement of users.

■ For roads and bridges, multiply current documented Average Daily Traffic by 1.2 occupants per car (I.T.E. estimated conversion factor) to determine users per day. Ridership figures for public transit must be documented. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by four (4) to determine the approximate number of users per day.

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Several October 1989 traffic counts were taken by CDS Engineering. The highest count was taken Westbound Sharon Road in the area of Little Creek Rd.

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12,150 X 1.2 occupants = 14,580 Existing Users that will benefit.

improvements and their condition. A five year overall Capital Improvement Plan (that shall be updated annually) is attached or on file with the District 2 Integrating Committee for the current year or shall be submitted by March 31 of the program year. The Plan shall include the following:

- a) An inventory of existing capital improvements, including their condition,
- b) A plan that details capital improvements needs during the next five years and,
- c) A list of the political subdivision's priorities in addressing these needs.

The attached Form 1 shall be completed for those projects which are being submitted for Issue 2 funds.

9. Is the infrastructure to be improved part of a facility that has regional significance? (Number of jurisdictions served, size of service area, trip lengths or lengths of route, functional classification) \_\_\_\_\_

Yes. By improving the condition of Sharon Road, it will allow motorists from Sharonville, Forest Park, Springdale and Woodlawn to use a less congested and safer route that is more direct (in lieu of Kemper and SR126.

10.) ESTIMATED COST OF PROJECT

<u>ACTIVITY</u>	<u>ISSUE 2 FUNDS</u>	<u>LOCAL FUNDS</u>
Planning, Design, Engineering	(100% Local)	\$ <u>27,100.00</u>
Right-Of-Way/Real Property	(100% Local)	\$ <u>-0-</u>
Inspection of Construction	(100% Local)	\$ <u>7,500.00</u>
Construction and Contingencies	\$ <u>313,920</u>	\$ <u>34,880.00</u>
Betterment Portion	(100% Local)	\$ <u>-0-</u>
Subtotal	\$ <u>313,920.00</u>	\$ <u>69,480.00</u> **
Grand Total (Issue 2 Funds Plus Local Funds).....		\$ <u>383,400.00</u>

LOCAL FUNDING SOURCES

Municipal Road Fund (MRF)	\$ <u>-0-</u>
State Fuel & License Funds	\$ <u>-0-</u>
Local Road Taxes	\$ <u>-0-</u>
Local Bond or Operating Funds	\$ <u>-0-</u>
Misc. Funds (Specify) <u>Village Plan and General Improvement</u>	\$ <u>69,480.00</u>
(V.P.G.I. Fund)	
Total Local Funds	\$ <u>69,480.00</u> **

\*\* These numbers must be identical

# LOCAL ABILITY TO PAY

## A. Previous Capital Budget For Infrastructure Projects\*

Budget is based on expenditures or appropriations?\* (Circle one)

Funding (in thousands of dollars)	% of TOTAL expenditures/ appropriations	% of TOTAL Capital budget USED FOR INFRASTRUCTURE REPAIR/REPLACEMENT
1986 \$ <u>40,391</u>	<u>100</u> %	<u>80</u> %
1987 \$ <u>43,683</u>	<u>100</u> %	<u>85</u> %
1988 \$ <u>52,009</u>	<u>100</u> %	<u>73</u> %
1989 \$ <u>85,000 (est.)</u> (est.)	<u>100</u> %	<u>77</u> %

## B. Projected Capital Budget For Infrastructure Projects\*

Budget is based on expenditures or appropriations?\* (Circle one)

Funding (in thousands of dollars)	% of TOTAL expenditures/ appropriations	% of TOTAL Capital budget USED FOR INFRASTRUCTURE REPAIR/REPLACEMENT
1990 \$ <u>66,000</u>	<u>100</u> %	<u>75</u> %
1991 \$ <u>68,000</u>	<u>100</u> %	<u>75</u> %
1992 \$ <u>70,000</u>	<u>100</u> %	<u>75</u> %

\* Use only funds expended or appropriated for construction CONTRACTS.

Briefly explain any significant Reduction (10% or more) in projected expenditures or appropriations for 1989-92 as compared to actual expenditures or appropriations for previous years. (It is the intent of Issue 2 to SUPPLEMENT local capital funds, not REPLACE them.) \_\_\_\_\_

The capital improvement budget varies upon need and funds are paid completely by the \_\_\_\_\_ Village Plan and Improvement Fund. 1989, Issue 2 match funds increased the normal (anticipated) expenditure as it will in 1990. \_\_\_\_\_

Does the jurisdiction utilize any of the following methods for funding sources? (circle answer)

Local income tax.....	Yes	<input type="radio"/> No
Permissive license plate fee.....	Yes	<input type="radio"/> No
Bridge and road levies.....	Yes	<input type="radio"/> No
Tax increment financing and/or..... capital improvement bond issues	<input checked="" type="radio"/> Yes	No
Direct user fees.....	Yes	<input type="radio"/> No
Permit fees and fines.....	<input checked="" type="radio"/> Yes	No

\*Sewer Plant reconstruction bond

### 13.) A' THORIZATION

The applicant hereby affirms that local funds will be provided if this project is selected.

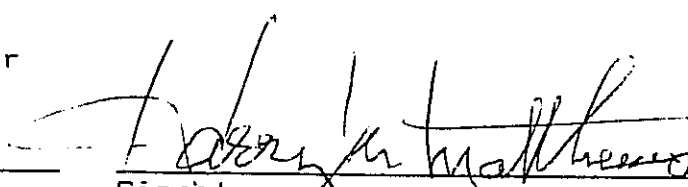
Note: Attach with application  
any photographs, reports, plans or  
other available data on the  
project.

Village of Glendale

Contact: Walter Cordes, Administrator

30 Village Square, Glendale, OHIO 45246  
Address

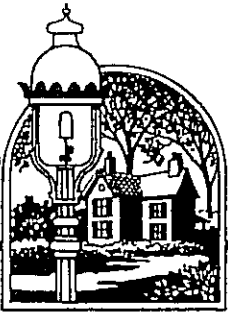
(513) 771-7200  
Phone    Jork)

  
Signature

Harry M. Matthews, Mayor  
Name

Mayor of Glendale  
Position

Village of Glendale  
Local Jurisdiction/Agency



INCORPORATED 1855

## VILLAGE of GLENDALE

GLENDALE, OHIO 45246

01/17/90

Mr. Donald C. Schramm, P.E., P.S.  
Chairman  
District 2 Committee  
Ohio Issue 2 Funding  
Courthouse Annex  
Room 700  
138 E. Court St.  
Cincinnati, OHIO 45202

Attention: Mr. Joe Cottrill

Sir,

Please allow this conveyance to reflect that the Village of Glendale does have sufficient funds on deposit with the Central Trust Bank to be applied to the full \$69,480 of issue II, Sharon Road project. The fund, called the Village Plan and Improvement Fund, is designed for just this purpose (capital improvements) and an ordinance has been passed allowing future expenditures from this fund for capital road projects.

Respectfully,

A handwritten signature in dark ink, appearing to read "Walter W. Cordes", followed by a large, stylized flourish or initial.

Walter W. Cordes  
Village Administrator

cc: Issue II file  
Village Clerk

NOTE THAT THIS FORM IS BEING OFFERED FOR  
APPLYING JURISDICTION/AGENCIES: INFORMATION PURPOSES ONLY. IT WILL BE  
FILLED OUT BY THE SUPPORT STAFF, BASED ON  
INFORMATION SUPPLIED ON APPLICATION FORMS.

OHIO'S INFRASTRUCTURE BOND PROGRAM (ISSUE #2)

DISTRICT 2 - HAMILTON COUNTY

1990 PROJECT SELECTION CRITERIA

JURISDICTION/AGENCY: Village of Glendale

PROJECT IDENTIFICATION:

GLE-9001-2A Sharon Road Improvement  
Congress to B&O Railroad & Morse to Chester Road

PROPOSED FUNDING: In order of preference

1. Small Government, 2. District 2, 3. LTIP.

ELIGIBLE CATEGORY:

Roadway.

POINTS

- |            |   |
|------------|---|
| <u>10</u>  | 1. Type of Project  |
|            | 10 points - Bridge, road, storm water.<br>3 points - All other type projects.                                     |
| <u>105</u> | 2. If Issue 2 Funds are awarded, how soon after the agreement with OPWC is completed would bids occur?            |
|            | 10 points - Will be let in 1990<br>5 points - Likely to be let in 1990<br>0 points - Not likely to be let in 1990 |

- 6
3. What is the condition and/or serviceability of the infrastructure to be replaced or repaired. For bridges, base condition on latest general appraisal and condition rating.

10 points - Closed  
8 points - Extremely Poor  
6 points - Poor  
4 points - Fair to Poor  
2 points - Fair  
0 points - Good

- 2
4. Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what portion can be classified as being in poor to very poor in condition, and/or inadequate in service.

10 points - 50% and over  
8 points - 40% and over  
6 points - 30% and over  
4 points - 20% and over  
2 points - 10% and over

- 6
5. How important is the project to the health, welfare and safety of the public and the citizens of the district and/or the service area?

10 points - Significant importance  
8 points -  
6 points - Moderate importance  
4 points -  
2 points - Minimal importance

- 6
6. What is the overall economic health of the jurisdiction?

~~10~~ 20 points - Poor  
~~8~~ 16 points -  
~~6~~ 12 points - Fair  
~~4~~ 8 points -  
~~2~~ 4 points - Excellent

- 2
7. Are matching funds for this project available? (i.e., Federal, State, MRF, Local, etc.). To what extent of estimated construction cost?

10 points - More than 50%  
8 points - 40-50% and over  
6 points - 30-49% and over  
4 points - 20-29% and over  
2 points - 10-19% and over

*10 % of Construction Cost*

*10 % of Total Cost*



- 0 8. Has any formal action by a Federal, State or local governmental agency resulted in a partial or complete ban of the use or expansion of use for the involved infrastructure? This includes reduced weight limits on bridges.

10 points - Complete ban  
5 points - Partial ban  
0 points - No action

- 5 9. What is the total number of existing users that will benefit as a result of the proposed project. Use appropriate criteria such as households, traffic count, public transit, daily users, etc. and equate to an equal measurement of persons.

5 points - Over 10,000  
4 points - Over 7,500 to 9,999  
3 points - Over 5,000 to 7,499  
2 points - Over 2,500 to 4,999  
1 points - Under 2,449

- 5 10. Does the infrastructure have regional impact? (May consider size of service area, trip length or total length of route, number of jurisdictions, functional classification, etc.)

5 points - Major impact  
4 points -  
3 points - Moderate impact  
2 points -  
1 points - Minimal impact

Total length of Sharon  
Rd. 7.5 miles  
Service through Forest  
Park, Greentree Springside,  
Glendale, Everdale, Sharonville  
and Hamilton County

47 TOTAL POINTS

Joe. Hippel  
Keith Pettit

Reviewer Names

11/20/09

Date